

## SUGAR TRUST GAVE REBATES IN WAR WITH ARBUCKLE

Coffee Magnate Says Refiners  
Probably Give Them Now  
to Hold Dealers.

HE WOULDN'T SELL.

Havemeyer Wanted 51 Per  
Cent. of His Stock, but He  
Turned Offer Down.

(Special to The Evening World.)

NEW PALM, N. Y., July 24.—John Arbuckle, seventy-two years of age and so ill that he spoke with much difficulty, this afternoon told representatives of the special Congressional committee that is investigating the Sugar Trust, that he had no deal with the Sugar Trust now and never had one. He denied the story told by Claus Spreckels that he had bought the trust for the purpose of having him enter into a deal with H. O. Havemeyer and himself to limit the output of sugar and control the price.

Mr. Arbuckle explained his war with the trust in a decidedly different manner from the explanation given by the trust officials, and said he and the other smaller refiners followed the prices of the trust as a matter of business and without any understanding, tacit or otherwise.

The Arbuckle war with the trust began in 1898, when, he said, H. O. Havemeyer desired to use a patent device controlled by Arbuckle. The use of the device was refused and Havemeyer refused to sell any sugar at all to Arbuckle at any price. Then he went into the refining business.

Propped up in bed with pillows, Mr. Arbuckle told of the coffee war with the Sugar Trust. At the time of that war he said there were three other independent refiners that have since gone into the National Sugar Refining Company.

**ARBUCKLE TELLS OF MEETINGS WITH HAVEMEYER.**

Mr. Arbuckle told of his first conference with H. O. Havemeyer in 1907. He declared that Havemeyer offered to buy 51 per cent. of the stock of his refinery and said he told Havemeyer:

"Not so long as I live and keep my mind will you get a dollar of the stock." He added that he told the chief of the Sugar Trust he could best serve the interests of his stockholders by treating other people more fairly.

"I wouldn't allow Mr. Havemeyer to make me an offer for my stock," he continued.

After that talk he said the war went along.

"They would try to cut out of the trade by making rebates and secret prices and we had to make a cut. There never was an end to the gentlemen. It has gone on from time to time." The ill coffee magnate said they were still ready for war. He thought that the sugar refining business was the worst managed business in the world.

He said he had always tried to get along in peace with his neighbors, didn't want to drive any refinery to the wall and didn't want to be sent to the wall himself.

**BELIEVES REBATES ARE STILL GIVEN BY REFINERS.**

"I told them all the world was big enough for all of us, but there could be no agreement," he added.

He declared that rebates were probably given by refiners to dealers now but he did not think that any rebates were being given by refiners. He charged that at times brokers who get 10 per cent. of the commission split it with the dealer and said such a cut of five points was sufficient to keep out of the market any refinery that did not give it.

"There is no money in sugar to the trade. They have to sell it to the consumer at so low a price that they have to get it as cheaply as they can. Sugar has always been an always will be the market leader and I am sorry for it."

Replying to Mr. Garrett, the witness said that within a year sugar had been sold at the cost in competition with the Trust.

**SPRECKELS TELLS OF TRUST'S WAR BEFORE HE SOLD.**

Claus A. Spreckels, president of the Federal Sugar Refining Company, told the Congressional committee that is investigating the Sugar Trust at today's session in the Postoffice Building of the war waged on him both before and since he sold out his Philadelphia plant. Mr. Spreckels was asked when the session opened.

"It was last year. We had a surplus product, and the price in San Francisco was 50 to 70 points higher than in New York. I shipped it by steamer round the Horn. On the arrival of the sugar I was approached by William Haas of the firm of Haas Bros., wholesale grocers. He wanted to purchase the entire shipment. I refused. I believed he had been seen by the opposition. The shipment consisted of 25,000 to 40,000 barrels, and when I offered to sell it at 12 to 15 points under the market the grocers refused to buy it, as they were afraid they couldn't get any future goods from the interests on the coast."

"I was approached by Mr. Sussman of another wholesale grocery company who took an option for forty-eight hours. He came to me the next day and said that my brother, John D. Spreckels, president of the Western Refining Company, wanted to know if I would agree that he would be the only shipment sent by me. I refused to make such an agreement and finally sold my sugar directly to the retailers. Q. Did you lose any money? A. I certainly did. Q. The market must have broke? A. I did. Q. How much? A. From 5.00 to 4.75 per 100 pounds. Mr. Malby wanted to know what the

any obtained possession of the stock of the Philadelphia Refining Company. Mr. Spreckels thought it was the American Sugar Refining Company. Q. You speak of difficulties in running the Philadelphia company before selling out. What was the nature of those troubles? A. The breaking of the machinery. Q. When did that start? A. A few days after we started operations. Q. Did you employ any men who had worked for the American Sugar Refining Company? A. Yes, several. Q. Did you discharge any men after the accident? A. Yes, all the men in that department.

In addition to the wrecking of machinery Mr. Spreckels said that sugar was damaged and "burned to a caramel by steam." The man responsible for this was discharged. He also had trouble with "door sweepings" placed in barrels.

Mr. Spreckels outlined his transactions with the Hawaiian Factors Sugar Company. He said that while he was in better any price that the American Sugar Refining Company might offer his proposition was turned.

**LIVED TEN DAYS WITH DEEP GASH IN HEART.**

Ambulance Surgeon's Treatment Made a Record at St. Vincent's Hospital.

Dr. E. S. Cockle of St. Vincent's Hospital made a record for himself, the hospital officials and in those of surgery as well in keeping a man alive who had an inch and a half knife wound in his heart. The man, Peter Paulsen, a Dane, thirty years old, of No. 21 Greenwich street, was stabbed in protecting his wife from insult, July 11. He died yesterday in St. Vincent's and Coroner's Physician Lehanne, performing the autopsy at the Morgue to-day found a three and a quarter inch wound, of which an inch and a half was into the heart, extending through the left ventricle. Dr. Lehanne said it is one of the rarest cases he ever heard of.

Any one of three things helped keep him alive—the astounding stamina and vitality, a piece of gauze stuffed into the wound against the heart wall ever couple of days, and morphine. Blood poisoning killed Paulsen.

**TAFT BRAVES THE RAIN FOR HIS GAME OF GOLF.**

President Closes His Week End Stay in Beverly To-Night and Starts Back to Washington.

BEVERLY, Mass., July 24.—Despite the rain President Taft and Major Butt were out early to-day on the golf links at the Myopia Club. The President expected to get only one game of golf on this week-end trip, and a little matter of rain did not interfere.

The President will leave Beverly to-night for Boston by automobile. In Boston he will board his private car attached to a Washington train, which is scheduled to leave at 4 o'clock and will reach the capital to-morrow morning.

**RUSSELL SOLE OWNER NOW OF BOSTON NATIONALS.**

BOSTON, Mass., July 24.—William Hepburn Russell is now sole owner of the Boston National League Club, having exercised his option for the purchase of the stock formerly held by the Page brothers. The transfer of stock took place this afternoon.

The transaction was carried out by the payment of a certified check by Russell to L. Coues Page for \$25,000. This gives the Pages a profit of \$2,500 for their stock.

A meeting of the directors of the club is to be held some time this afternoon at the club quarters in the Paddock Building, at which time new officers will be elected to succeed the Pages.

The announcement that the club would not be sold to "Ned" Hanlon of Baltimore, nor any one else followed the transfer of the stock, thus disposing of the wild rumor that the team would be transferred to Baltimore.

**Senate Ratifies Seal Treaty.**  
WASHINGTON, July 24.—The North Pacific fur seal treaty, prohibiting pelagic sealing and regulating the killing of the seals on land, was ratified by the Senate to-day, on motion of Senator Culberson. There was no discussion. The treaty does not take effect until accepted by all signatory powers.

**SELF-RAISING FLOUR**  
For Delicate Layer Cakes

**B. Altman & Co.**

A SALE OF MEN'S SHIRTS AND PAJAMAS

WILL BE HELD TO-MORROW (TUESDAY), AT THE FOLLOWING SPECIAL PRICES:

MEN'S NEGLIGEE SHIRTS,  
USUAL PRICE \$1.50 EACH . . . AT \$1.00 .

MEN'S MADRAS PAJAMAS  
USUAL PRICES \$1.75 & \$2.50 PER SUIT . . . AT \$1.15

MEN'S MOTOR AND RAINCOATS, DUSTERS, BATHING SUITS,  
BELTS AND GENERAL FURNISHINGS.

BOYS' SUITS, REEFERS, BLOUSES, KNICKERBOCKERS, SHIRTS,  
NECKWEAR, HOSIERY, GLOVES, ETC

SILK UMBRELLAS AT \$2.00 EACH  
HERETOFORE \$3.00 & \$3.50

WILL ALSO BE ON SALE TO-MORROW (TUESDAY),  
CONSISTING OF MEN'S AND WOMEN'S TWILLED SILK  
UMBRELLAS WITH NATURAL WOOD HANDLES.

Fifth Avenue, 34th and 35th Streets, New York.

## HOUNDS SCOUR LONG ISLAND ON TRAIN WRECKERS' TRAIL

Rain Baffles Dogs, but Clue to Two Miscreants  
Is Found—Timely Stumble in Dark Saves  
Lives of Thousands.

Bloodhounds ransacked the meadows and woodlands between Lynbrook and Valley Stream all last night in search of two miscreants who attempted to wreck an incoming Long Island Railroad excursion train last night by spiking a tie over the rail. The obstruction was discovered in time to save the Babylon express from disaster. No trace of the wreckers has been discovered, although the railroad's police force and the local authorities have a clue which may lead to arrests.

The company's eight bloodhounds were rushed from their Jamaica kennels by special train on an alarm from the Lynbrook operator, who flashed a report of the attempt to the Pennsylvania terminal. The hounds nosed about the removed tie and spikes and then set off through the brush at a fast pace, followed by a swarm of detectives with lanterns.

At Valley Stream the chase was discontinued on account of darkness and the dense shrubbery of the region. The search was resumed at daylight, but rain during the night did much to destroy the scent. The hounds progressed very slowly, and after several hours the pursuit was abandoned.

**TIMELY STUMBLE PREVENTS BIG DISASTER.**

The last train passing the point was a local, at 9.57. Between that time and 10.15 o'clock when Orville Pritchard discovered the obstruction, two men, who had been seen in the neighborhood, it is suspected, placed a tie across the west-bound track, staked it firmly on both sides and lashed it to the rail by stout ropes. Pritchard, walking along the track toward Valley Stream, stumbled over the obstruction. He ran to the Lynbrook station.

"Stop the next train. The track is piled with ties!" he shouted to the operator.

The next train was due at 10.35, and the operator had plenty of time to run up the track after leaving a red light in front of the station and to help Pritchard remove the tie. When Engineer Samuel Whitford came along with the Babylon express he was told of the barely averted disaster. Word was at once sent to the executive office.

The railroad men said had the engine hit the train would not have been derailed, in all probability, but that the tie would have torn into the locomotive boiler and caused it to explode.

It is not known whether the wreckers were after the Babylon train or two others which follow it. The Far Rockaway Express and the Long Beach Express, both electric trains, were to pass short time later, and the Babylon train was overdue. Had the electric

trains hit the buried tie, it would have torn out the motors.

**TWO MEN SEEN NEAR SPOT WHERE TIE WAS FIXED.**

The Lynbrook operator told the police that he had seen two men, apparently foreigners, walking toward the place where the tie was found. He believed they fixed the tie. The obstruction had not been in place twenty minutes when it was discovered, because a westbound train had left Lynbrook at 9.57 P. M. and passed the spot in safety.

The police have a good description of the men and expect to find them to-day. Exactly what the purpose of the miscreants was no one is able to say.

The railroad company's bloodhounds are the property of Bob and Nellie, famous Vermont hounds. Eighteen months ago the Long Island Railroad began breeding the hounds and now owns some twenty splendid dogs which are thoroughly trained and under the charge of the road's Superintendent at Babylon, although the hounds in the past have been used to track down the Long Island Railroad divisions.

**MOTOR BOATS FINISHING LONG RACE TO HALIFAX.**

HALIFAX, N. S., July 24.—The finish line for the Atlantic reciprocity motor boat race from New York was established by the Royal Nova Scotia Yacht Club to-day by the regatta committee of the National Yacht Club of Brooklyn, although the leaders in the race are not expected until late tonight or to-morrow morning. Incoming steamers from the southwest reported a strong following wind and a heavy sea, which may help the boats along to an early finish.

The Royal Nova Scotia Yacht Club has offered a cup for a return race to New York, but the event will await the arrival of the yachtsmen.

## WALL STREET.

A moderate degree of strength was displayed at the outset of to-day's stock market. Opening prices were about at the same level as last week's closing, but trading became more spirited when orders reached the market for outside accounts. Crops over the week-end were greatly benefited by rains, which were more or less general. Liquidation was still in progress in cotton this morning, prices declining from 5 to 10 points.

International Harvester with a jump of two points constituted the only feature of a dull market during the early afternoon. From dulness the list gradually lapsed into weakness in the final hour, and closing transactions were the poorest of the day, with losses of from 1 to 1½ points in all of the standard securities.

**The Closing Prices.**

To-day's highest, lowest and last prices of stocks and of net changes as compared with Saturday's final figures are as follows:

Stock	High	Low	Last	Change
Amal. Copper	11 1/2	11 1/4	11 1/4	— 1
Am. Can.	11 1/2	11 1/4	11 1/4	— 1
Am. Oil	11 1/2	11 1/4	11 1/4	— 1
Am. Sugar	11 1/2	11 1/4	11 1/4	— 1
Am. Tobacco	11 1/2	11 1/4	11 1/4	— 1
Am. Tea & Coffee	11 1/2	11 1/4	11 1/4	— 1
Am. Wine	11 1/2	11 1/4	11 1/4	— 1
Am. Flour	11 1/2	11 1/4	11 1/4	— 1
Am. Rice	11 1/2	11 1/4	11 1/4	— 1
Am. Beans	11 1/2	11 1/4	11 1/4	— 1
Am. Corn	11 1/2	11 1/4	11 1/4	— 1
Am. Wheat	11 1/2	11 1/4	11 1/4	— 1
Am. Oats	11 1/2	11 1/4	11 1/4	— 1
Am. Hay	11 1/2	11 1/4	11 1/4	— 1
Am. Straw	11 1/2	11 1/4	11 1/4	— 1
Am. Lumber	11 1/2	11 1/4	11 1/4	— 1
Am. Brick	11 1/2	11 1/4	11 1/4	— 1
Am. Cement	11 1/2	11 1/4	11 1/4	— 1
Am. Glass	11 1/2	11 1/4	11 1/4	— 1
Am. Paper	11 1/2	11 1/4	11 1/4	— 1
Am. Textile	11 1/2	11 1/4	11 1/4	— 1
Am. Leather	11 1/2	11 1/4	11 1/4	— 1
Am. Rubber	11 1/2	11 1/4	11 1/4	— 1
Am. Iron	11 1/2	11 1/4	11 1/4	— 1
Am. Steel	11 1/2	11 1/4	11 1/4	— 1
Am. Coal	11 1/2	11 1/4	11 1/4	— 1
Am. Petroleum	11 1/2	11 1/4	11 1/4	— 1
Am. Natural Gas	11 1/2	11 1/4	11 1/4	— 1
Am. Electricity	11 1/2	11 1/4	11 1/4	— 1
Am. Water	11 1/2	11 1/4	11 1/4	— 1
Am. Telephone	11 1/2	11 1/4	11 1/4	— 1
Am. Telegraph	11 1/2	11 1/4	11 1/4	— 1
Am. Cable	11 1/2	11 1/4	11 1/4	— 1
Am. Radio	11 1/2	11 1/4	11 1/4	— 1
Am. Automobile	11 1/2	11 1/4	11 1/4	— 1
Am. Aircraft	11 1/2	11 1/4	11 1/4	— 1
Am. Space	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket	11 1/2	11 1/4	11 1/4	— 1
Am. Bomb	11 1/2	11 1/4	11 1/4	— 1
Am. Gun	11 1/2	11 1/4	11 1/4	— 1
Am. Ship	11 1/2	11 1/4	11 1/4	— 1
Am. Boat	11 1/2	11 1/4	11 1/4	— 1
Am. Plane	11 1/2	11 1/4	11 1/4	— 1
Am. Helicopter	11 1/2	11 1/4	11 1/4	— 1
Am. Jet	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Engine	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Engine	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Motor	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Motor	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Thruster	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Thruster	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Nozzle	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Nozzle	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Inlet	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Inlet	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Outlet	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Outlet	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Valve	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Valve	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Piston	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Piston	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Rod	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Rod	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Crank	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Crank	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Connecting Rod	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Connecting Rod	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Cam	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Cam	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Valve Gear	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Valve Gear	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Timing Gear	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Timing Gear	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Distributor	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Distributor	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Igniter	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Igniter	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Spark Plug	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Spark Plug	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Fuel Injector	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Fuel Injector	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Air Filter	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Air Filter	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Pan	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Pan	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Pump	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Pump	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Pump	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Pump	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Valve	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Valve	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Valve	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Valve	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Filter	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Filter	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Filter	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Filter	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Hose	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Hose	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Hose	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Hose	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Connection	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Connection	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Connection	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Connection	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Fitting	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Fitting	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Fitting	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Fitting	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Adapter	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Adapter	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Adapter	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Adapter	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Coupling	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Coupling	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Coupling	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Coupling	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Flange	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Flange	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Flange	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Flange	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Gasket	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Gasket	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Gasket	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Gasket	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Seal	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Seal	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Seal	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Seal	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Plug	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Plug	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Plug	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Plug	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Bolt	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Bolt	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Bolt	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Bolt	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Nut	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Nut	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Nut	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Nut	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Washer	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Washer	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Washer	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Washer	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Lock	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Lock	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Lock	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Lock	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Key	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Key	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Key	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Key	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Pin	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Pin	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Pin	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Pin	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Rivet	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Rivet	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Rivet	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Rivet	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Screw	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Screw	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Screw	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Screw	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Bolt Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Bolt Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Bolt Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Bolt Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Nut Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Nut Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Nut Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Nut Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Washer Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Washer Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Washer Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Washer Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Lock Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Lock Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Lock Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Lock Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Key Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Key Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Key Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Key Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Pin Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Pin Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Pin Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Pin Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Rivet Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Rivet Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Rivet Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Rivet Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Screw Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Screw Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Screw Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Screw Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Bolt Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Bolt Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Bolt Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Bolt Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Nut Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Nut Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Nut Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Nut Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Washer Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Washer Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Washer Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Washer Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Lock Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Lock Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Lock Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Lock Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Key Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Key Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Key Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Key Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Pin Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Pin Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Pin Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Pin Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Water Rivet Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Water Rivet Head	11 1/2	11 1/4	11 1/4	— 1
Am. Rocket Oil Rivet Head	11 1/2	11 1/4	11 1/4	— 1
Am. Jet Oil Rivet Head	11 1/2	11 1/4		